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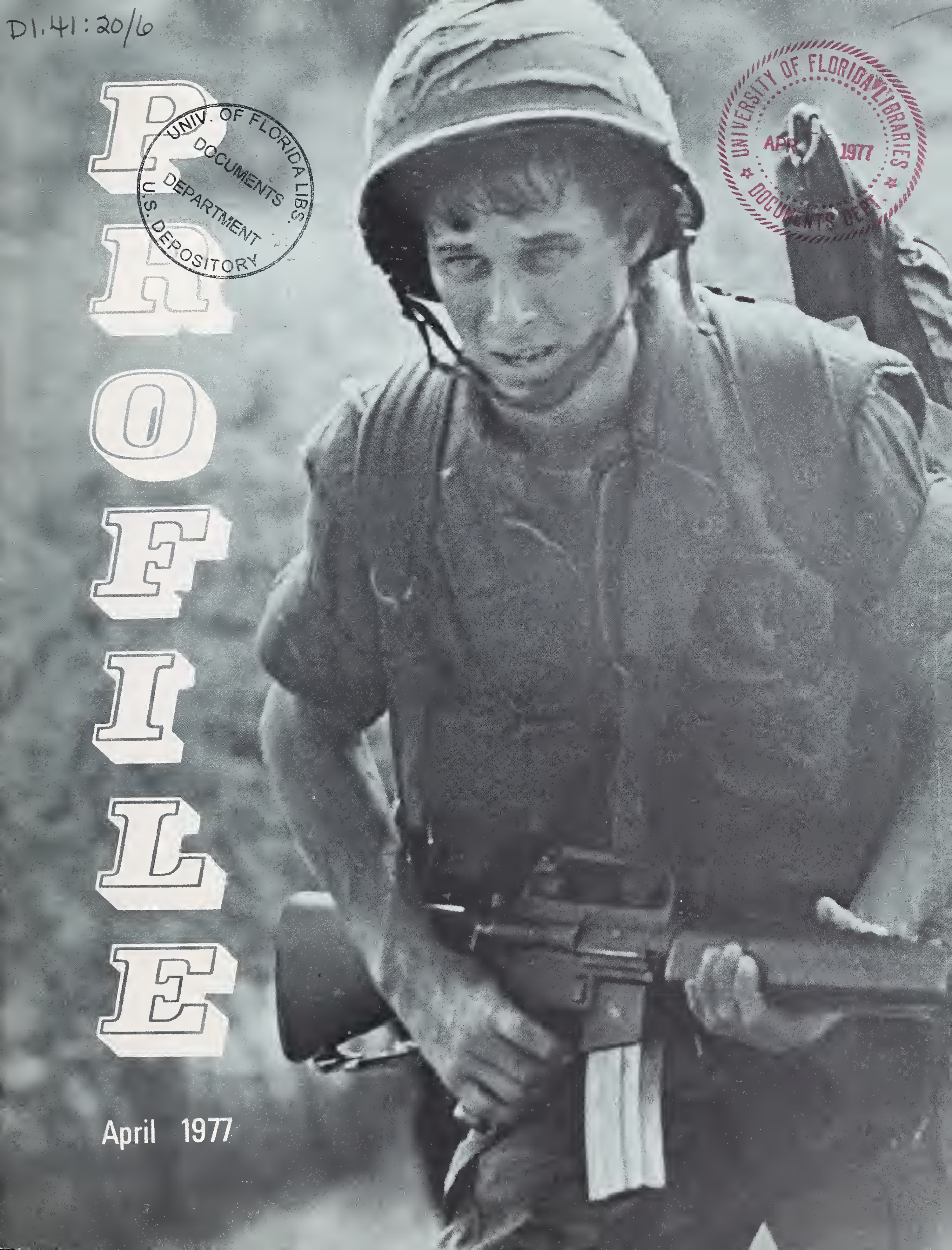

April 1977

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PROFILE is published monthly during the school year by High School News Service, a Department of Defense activity at Norfolk, Va. Distribution is free directly to junior and senior high schools, colleges, universities, libraries, career centers and ROTC units requesting the service.

The purpose of this magazine is to inform young people and guidance personnel on benefits, opportunities, privileges and programs of military service. As a public service vehicle, it provides information to the American people about their military forces.

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Front Cover

TIRED BUT DETERMINED — A Marine from a Battalion Landing Team from Camp Lejeune, N.C., displays the emotions of effort and resolution encountered during Caribrex 1-77 at Vieques, Puerto Rico. (PHOTO BY Cpl. Bill Wright, USMC)

Back Cover

DAMAGED FRAME — Coast Guard marine aids to navigation, such as this large lighted buoy, require continuous maintenance which often calls for the skills of Machinery Technicians. (U.S. Coast Guard photo)

PROFILE

Department of Defense
High School News Service

Vol. 20 No. 6 April 1977

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Counselors' Corner

This is the last issue for the 1976-77 school year. The next issue you can look forward to is the October 1977 Basic Facts. During the "summer break" the PROFILE staff selects, researches and prepares the topics for the coming year, handles administrative matters normally connected with magazine production and takes much-needed vacations.

After reading PROFILE for several months, this summer may provide you an opportunity to see first hand, the military in action in your area. Armed Forces Day is May 21. Most military installations observe the occasion with open houses where you can view static displays of military equipment, tour the installation to see how the military live and work, and observe live demonstrations which emphasize the training that military members receive. Possibly, you will see some of our military people using those skills which the PROFILE staff reported on in its past issues.

Look for us next Fall!

Effective with this issue, we have limited our circulation to a maximum of five copies to each recipient at an address; for example, five copies addressed to Guidance Counselor or five copies addressed to Librarian at the same school. This measure has resulted from rising costs in printing, circulation and paper products.

Boiler Technicians:

Converting pressure to power

Twelve hundred pounds per square inch is a lot of pressure, especially when you consider that the earth's atmosphere exerts a mere 14.7 p.s.i. on the human body.

Today on many Navy ships, within complex equipment called boilers, 1,200 p.s.i. of pressure helps convert water to superheated steam — steam which is converted to kinetic energy used to propel a ship and to perform numerous other functions.

In an area appropriately called the "fireroom," amid an elaborate maze of pipes, gauges and valves, Boiler Technicians (BTs) work with this tremendous pressure and its nebulous product.

Boiler Technicians are in demand in the Navy. They are being offered reenlistment bonuses of more than $10,000, because the rating is critical.

This isn't surprising. A BT spends over half of his Navy career on board ships. A special kind of person is needed to work in one of the most confined and hottest spaces on a ship where the temperature can soar to 150 degrees, Fahrenheit.

DIRTY WORK — Boiler Technician Third Class Charles Oliver comes from fireroom number two a tired and dirty man, but knowing he has done his job well.

Boiler Technician Fireman Richard K. Stephenson is well acquainted with this heat. He explains that temperatures inside the boiler furnace get as hot as 2,700 degrees, and that this heat definitely affects outside temperatures.

"It's very hot," he says. "Sometimes while underway you'll just have a sponge and a bucket, sponging things off underneath a vent where it's cool."

Stephenson is one of 41 men working in B division's two firerooms on board the guided missile destroyer USS Berkeley (DDG-15), one of many Navy ships that has changed from the 600 p.s.i. boiler system to the 1,200 p.s.i. system for higher efficiency.

The Ohioan takes care of water being fed to the boiler in fireroom number two, a job he learned at the basic BT school at Great Lakes, Ill.

There are two phases to this self-paced course.

In phase one, Stephenson learned machinery basics — hand tools, pipes, tubing, fittings and valves, valve identification and pumps. This wasn't too hard for the ex-mechanic. Neither was the

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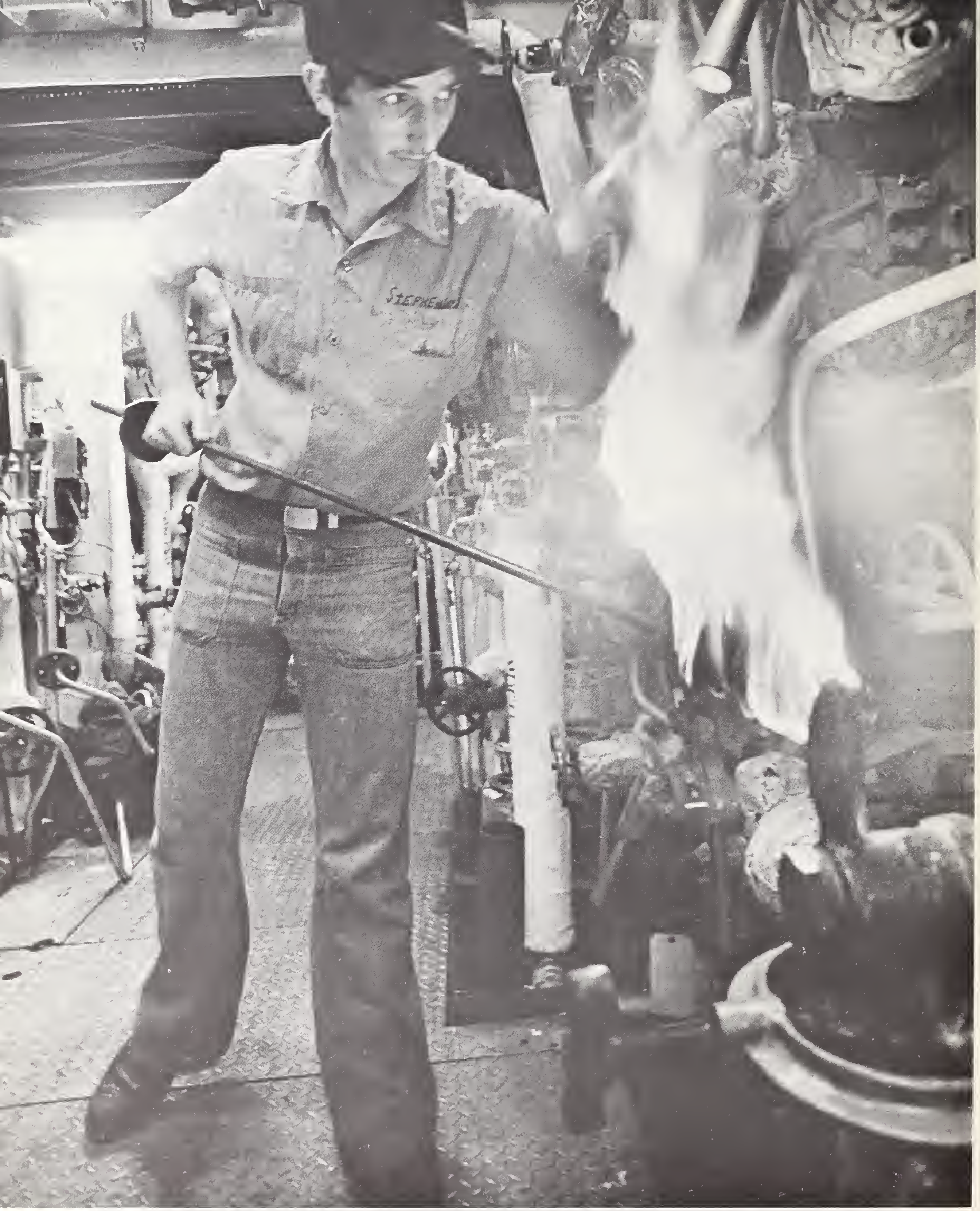
Story and photos by JO2 Scott Day



LIGHTING OFF — It all starts with a flame as Boiler Technician Fireman Richard Stephenson ignites the boiler in the USS Berkeley.

second phase, in which he qualified as a watchstander on the four fireroom stations: burnerman, blowerman, checkman and messenger.

Fireroom stations on board the USS Berkeley are similar.

The top watch controls boiler operations through automatic controls which are controlled by air. Burnermen increase and decrease heat in the boiler. Upper-level men monitor the water level inside de-aerating feed tanks, and ensure the operation of main feed pumps. A messenger monitors the temperatures and pressures of all equipment in the fireroom.

Ironically, Stephenson had reservations about being a Boiler Technician until he saw USS Berkeley's boilers.

"When I got down in the fireroom and saw what a boiler was, I liked it a little bit," he admits. "I got to thinking about the opportunities for a boiler operator on the outside, which is a pretty good job. After that, I started learning more and more about the fireroom."

Other fireroom men, like Boiler Technician First Class James Haynes, never went to BT school. Haynes learned about the boilers in the best possible place, the fireroom itself.

Even without school training he has become so proficient that he is now supervisor for fireroom two.

Haynes can explain all phases of fireroom operation. If you want to know the function of any pipe, gauge, fitting, valve or cross-connect valve in fireroom number two, ask Haynes. He'll even specify that there are 1,474 tubes in one boiler and that Berkeley's two distilling plants produce 24,000 gallons of water during a 24-hour period.

VALVE OPERATOR — Pipes, valves, gauges and tubes are the realm of Boiler Technician Third Class Carlos Garcia.

"Boilers are where it starts for the whole ship," the Mississippi native says. "Nothing else works on a ship until the fires are lit. Boilers run the generators for all electronic gear and provide steam for the main engines, auxiliaries and distilling plants. It all starts with the boilers."

When you consider that Haynes was a Nashville short-order cook before joining the Navy, you can begin to appreciate the thoroughness of on-the-job training, and the determination of Boiler Technicians.

Determination is one of several valuable qualities required in the fireroom, where carelessness can literally blow up in your face.

"You can run low water in the boiler and cause it to explode before the water is replaced," Stephenson explained. "You can also run high water and cause the turbines to explode."

During some main steam line leaks, men in the fireroom are given just seconds to evacuate their space.

These varied dangers have helped create a strong sense of unity among them, a camaraderie that elicits admiration from many crewmen, including Berkeley's main propulsion assistant, Lieutenant Junior Grade John Morgan.

"It's demanding work in the fireroom," Morgan explains. "As far as work is concerned, I'd say it's the hardest. But there's a great deal of reward when a BT's equipment runs well."

When you're working with 1,200 p.s.i. and realize that you're helping control that pressure to run a ship, the reward is obvious.

Training at -70° F

By SFC Floyd Harrington, SOLDIERS magazine

U. S. Army photos

"We Fight Cold and Conquer Mountains" is the motto of the Army's Northern Warfare Training Center (NWTC) at Fort Greely, Alaska.

The center has trained soldiers to survive and function in cold weather and mountainous terrain since 1948.

Originally called the Army Arctic Indoctrination School, the center was renamed the Cold Weather and Mountain School in the mid '50s. It became NWTC in 1963. With the closing of a similar school in Colorado, NWTC became the only unit of its kind in the Army.

NWTC's small cadre — two officers, four civilians and thirty-five enlisted — has a number of missions.

During the dark, cold winter months, the center conducts Junior Leadership Orientation Courses, a six-week Instructor Qualification Course and a Senior Officers' Orientation Course.

One orientation course is for soldiers in leadership slots from fire team leader to company grade officer.

In temperatures that can drop to -70 degrees F these soldiers are exposed to some of the world's most rugged, snow-covered terrain.

Before tackling the harsh arctic outdoors, students spend a few days in the classroom. They're taught communications, and how to prevent and treat crippling frostbite, wear cold weather clothing and navigate in the unforgiving Alaskan environment.

"We stress the hazards of moving in snow-covered terrain," says Lieutenant Colonel Richard E. Bauchspies, NWTC's commandant.

"A cornice of snow, for example, could result in an avalanche. To avoid such dangers, we teach students to make a very detailed route reconnaissance.

"We also teach them ways to recover a person who's caught in an avalanche — such as marking the last known location of the victim and a systematic means of probing for someone who's buried."

In the brisk arctic outdoors students also learn to set up the 10-person arctic tent and keep it warm with a Yukon stove. They build lean-tos, snow tunnels and master the swinging shuffle of the snowshoe.

At the Black Rapids training site 35 miles south of Fort Greely, they're introduced to long, slim cross-country skis. A great deal of time is spent "crashing and burning" on the ski slopes when they attempt the downhill traverse, snow plow and parallel skiing.

Students in the instructor course also start with the basics. Knot-tying and rope management lead to movement over fairly easy rock formations. They begin to climb using artificial aids such as ropes and pitons (a metal spike with an eye through which a rope is passed).

The beginning mountaineers learn to use rope bridges to cross deep chasms or fast-moving streams. They also use the A-frame and suspension traverse to move themselves and their equipment and supplies down steep, nearly vertical pitches. The body and seat rappel allows them to move quickly down rock or ice faces.

The instructor course concludes with a trip to Gunny Sack Mountain and a parallel climbing exercise.

New this year is an officers' orientation course. Each class is limited to 10 officers with at least the rank of major. It's designed to give the background information they'll need to operate their units effectively in an arctic environment.

"The course doesn't produce tacticians," says Lt Col Bauchspies, "but it does show them how to adjust and make this kind of environment an ally rather than an enemy."

Sergeant First Class Ronald Schrumpf, NWTC's operations sergeant, has been teaching mountaineering at the school for five years.

For the most part, students really enjoy the school, he says. They often request to return as cadre. However, when the mercury drops to 30 degrees below zero some of the fun goes out of the training.

MOUNTAIN CLIMBING techniques are part of the total NWTC training. Here, three men are aided in their climb by another on top of the mountain.

"It's hard to get them motivated when it gets that cold," Sgt 1st Cl Schrumpf says. "Even the best students have a hard time getting along. Their attention span lasts about one minute."

During the summer the problem is completely different. In the interest of safety the instructors may have to try a little "demotivation."

"We find that once a student has had half an hour of instruction he thinks he can climb any rock—anywhere. We have to see to it they operate within their abilities," Sgt Schrumpf adds.

The warm summer months of June, July and August are devoted to glacier and river operations as well as mountain climbing.

On the Gulkana glacier south of Greely the students traverse centuries-old ice on spike-like clamp-ons. They quickly learn to use their ice ax for balance.

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Crevasses are numerous throughout the glacier. Some drop several hundred feet. In these areas a student could easily fall through a snow bridge and into a crevasse. For this reason they're roped together and learn the value of teamwork.

"Ropes provide a degree of security and safety. We actually put each student into a crevasse. With the aid of his rope party he recovers himself," says Col Bauchspies.

Perhaps the course students enjoy most is river operations. Because of the limited land lines of communications in the far north, students learn the importance of using Alaska's rivers for both basic transportation and communications.

This training is held during a bivouac at the Clearwater camp site on the Tanana River where the river is extremely fast moving and full of debris. Students quickly learn how to "read the river" for safe travel.

PAUSING ON A LONG TREK, students get practice in cross-country skiing.

PINE BOUGHS make up a bed in the snow during survival training.

AN INSTRUCTOR takes his class outdoors to talk about equipment used for mountain climbing.

The rivers of Alaska also have a nasty habit of changing their course during the summer snow melt in the mountains. To combat this, students learn how to chart a river's course.

The fiberglass and wood boats they use are called Tanana river boats, developed especially for use in Alaskan rivers.

Despite their 30-foot length, the boats draw very little water. Power comes from a 50-horsepower outboard motor mounted on a lift. This arrangement allows the operator to stand and watch for obstacles in the water and lift the motor over anything that might damage it. The boats have a 2,400-pound capacity and can easily carry an infantry squad plus all its equipment.

When not actually engaged in river operations, the students spend an hour or two supplementing their C-rations with fresh fish.

As a result of the rotational battalion concept NWTC has formed mobile training teams. These teams visit units on temporary duty in Alaska and help them adjust to the new environment.

To date, elements of the 82d and 101st Divisions, 197th Infantry Brigade and Special Forces and Ranger units have benefited from their knowledge.

NWTC also provides the Army with a high-altitude military mountaineering team. The team rescues climbers who have been injured or lost at altitudes higher than 14,000 feet. It also searches for victims of aircraft crashes and recovers soldiers who get lost while hunting or camping.

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WOMEN ALSO PARTICIPATE in cold weather training and pitch in to put up tents during outdoor operations.

"Last year a soldier from Fort Greely went sheep hunting in a rather difficult area. He and his partner separated. During the night, he fell several hundred feet, and was lost in a very swift river. We finally found him and recovered the body," relates Col Bauchspies.

The team members use special equipment that allows them to adapt quickly to the environment.

Cold weather clothes, high altitude climbing boots, down-filled booties and sleeping bags and nonstandard-issue mittens are used to keep warm.

An oxygen system, avalanche probe, snow saw and shovel, specialized rations and clamp-ons; plus standard items such as ropes, ice ax, pitons and piton hammer, make up the 80-pound backpacks the climbers carry to their base camp.

According to NWTC's commandant these items allow the team to do its job in a semi-comfortable condition during extremely cold weather.

Col Bauchspies believes wholeheartedly that NWTC's future is"...bright as the mid-night sun."

"I think we can give the Army something to allow the soldier to do better than we did during the cold of World War II or Korea. There were quite a few cold weather injuries during those two conflicts — about 90,000 in World War II and 9,000 in Korea. Our goal is to have zero."

. . . the situation is well in hand

Vieques Island, Puerto Rico — An early morning breeze gently ripples the endless waves over a calm sea. The soaring flight of a gull only adds to the serenity of this semi-tropical island, chosen as the site for three days of simulated combat, to test the efficiency of the Navy and Marine Corps team in a multi-national training operation and amphibious landing called "Caribrex 1-77."

As quickly as the sun will rise, this peaceful setting will be transformed into an array of planned and controlled movement by men and their machines. Off shore, ships will congregate and the sky will become crowded with aircraft. The sand on the beach will show the imprint of Marines' footsteps and the tracks of the amphibious assault vehicles.

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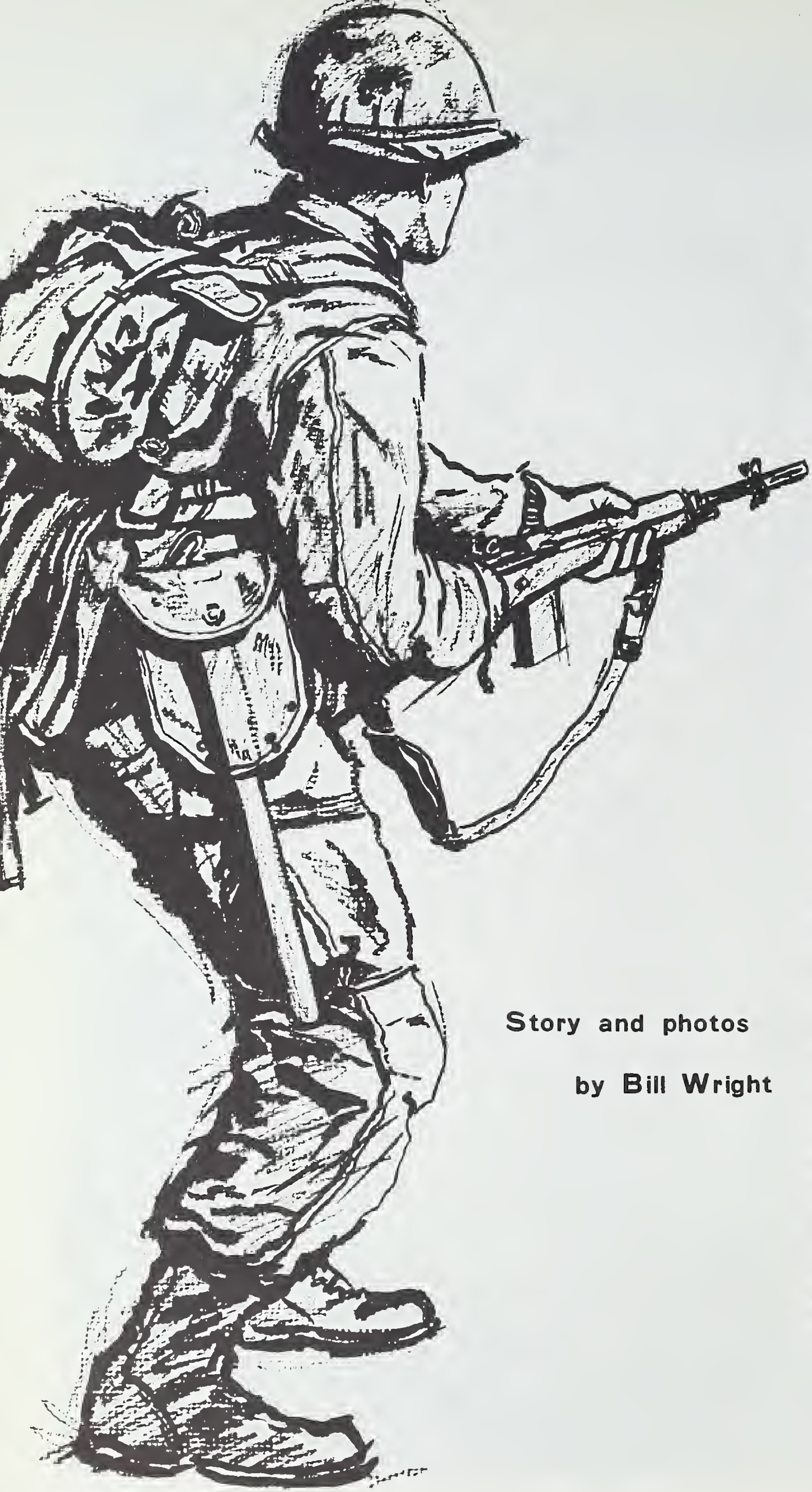

Story and photos

by Bill Wright

With weapons at the ready, the men fall to the ground, reacting to the bellowing orders of their leaders. They drive forward on command, move quickly, without hesitation. Once again, the Marines have landed.

The amphibious assault ship USS Guadalcanal rests at anchor about a mile off shore. Suddenly the silence is broken by the ship's public address system, "General quarters! General quarters! Man your battle stations!" The men scramble to predesignated positions, each aware of the importance of every second.

As quickly as the command comes, the infantry Marines shoulder their packs and rifles and head for the flight deck to be transported to the island. The Sea Knight helicopter lifts off and the faces of those aboard show a mixture of enthusiasm and awe. It's hard to tell who's been here before and who hasn't. As the helicopter dips sideways, the men watch waves of landing vehicles.

More than 3,000 active and reserve Marines from throughout the United States combined forces with Marines from Brazil and the Netherlands in this Caribbean Readiness Exercise, to review the ability of the Marine Corps to rapidly deploy Marines to forward areas and allow for joint training of allied nations.

The scenario of the operation evolved around a fictitious force of partisan guerrillas reportedly engaged in underground fighting. The reserve Marines were tasked with playing that role.

A Battalion Landing Team (BLT) from the 2d Marine Division at Camp Lejeune, N.C., along with the 21st Infantry Company of the Netherland Marine Corps, made the assault landing at "Blue Beach" by way of surface craft and behind enemy lines by helicopter. Their initial objectives were to gain control of a steep incline labeled "Hill 105," and establish the brigade's command post. Here decisions would be made as to the direction taken by the allies during the three-day simulated war.

The 2d Infantry Battalion of the Brazilian Marine Corps landed to the west at "Red Beach" and drove for an important airstrip held by the aggressors. After completing the initial landing and securing the beachhead, full-scale unloading of cargo and tactical vehicles along a causeway built by engineers and shore party personnel began.

One Marine from the command post had a unique experience during the exercise. Lance Corporal Horacio R. Amorim of the 2d Battalion, Sixth Marines from Camp Lejeune, worked as a translator/interpreter with the Brazilian Marines.

"I always knew that speaking Portuguese would pay off one day," said Amorim, a native of the Azores Islands in the North Atlantic. "I didn't think it would be in this capacity, though. I've really worked hard, but when I see men of different origins, wearing separate uniforms communicate and work together, it makes it all seem worthwhile."

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MARINES OF A BATTALION LANDING TEAM seek their objective during a seemingly endless trek among the hills of Vieques.

Many elements are involved in a large-scale operation such as this, from the organizing and planning stages, to the actual landing. The 4th Marine Amphibious Brigade (MAB) was tasked with these functions during Caribrex.

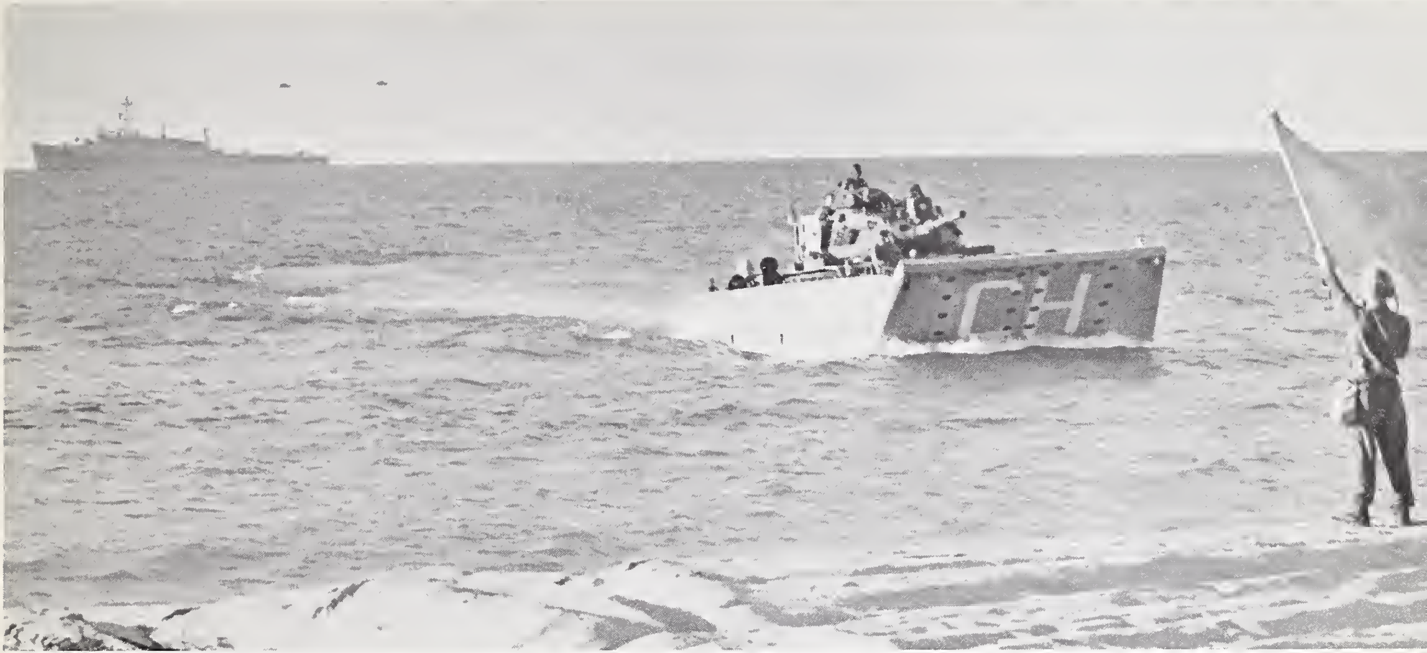
Organized around a regimental landing team, a Marine Aircraft Group consisting of both helicopter and fighter aircraft and a logistic support group, the brigade is a flexible air/ground team. Depending upon the mission, the MAB may have from 5,000 to 12,000 Marines and 75 to 150 aircraft, transported on 18 to 26 amphibious ships. The MAB is kept at a high state of combat readiness and can move rapidly to seize its objectives by landing forces from both air and sea.

During amphibious training, a Marine may find himself hitting the beach by way of tracked landing vehicles, designed to travel in water as well as on land, or being airlifted by helicopter for an assault behind enemy lines.

In any military operation, the most important assets are the troops. The Air Force played an integral part in Caribrex 1-77 by airlifting both active and reserve personnel from participating units to Puerto Rico. According to one reservist, he only had two weeks' prior notice of the exercise.

"I really didn't mind the short notice because it was strictly voluntary and I felt this type of training would be both challenging and interesting," explained Corporal Kenneth Harville of Co. B, 1st Battalion, 24th Marines of Dayton, Ohio. "If we're a force-in-readiness, we should be able to go at a moment's notice."

THE SECURED BEACHHEAD prompts vehicle and cargo unloading. A causeway has been constructed reaching to the Brazilian tank landing ship, "Duque De Caxias."



A MARINE ASHORE directs a mechanized landing craft and its cargo, an M60 tank. The amphibious transport dock USS Ponce rests anchored in the background.

As evidence of the Marine Corps' force-in-readiness concept, a battalion landing team is deployed aboard ship in the Western Pacific, as well as the Mediterranean and Caribbean seas at all times should the need for military support arise anywhere around the globe. The majority of the assault forces for this exercise came from the BLT already aboard the Guadalcanal.

For the Marine rifleman hitting the beach, the communicator relaying messages to his commanding officer or the chopper pilot flying supplies to each unit, hard work was the order of the day during Caribrex. From that first Marine airlifted to Puerto Rico to the consumption of the last can of "C-rations," an amphibious operation had been planned to the last detail and executed successfully.

On Sunday, March 3, 1776, Marine Captain Samuel Nicholas, with 230 Marines and 50 sailors, splashed ashore at New Providence in the Bahamas, and conducted the first U.S. amphibious operation. Two hundred and one years later, the ships have changed, as have the uniforms and equipment, but the old adage of "The Marines have landed and the situation is well in hand," still rings true.

WITH HIS PACK as a pillow, this Marine grabs some "shut-eye" while he can.

Jack-of-all-trades

THE CUTTER TAMAROA sets out on a mission with several MKs aboard to keep her in operating order. (U. S. Coast Guard photo)

By Carol Nelson

In today's era of increasing job specialization, few men can still be called "jacks-of-all-trades." The Coast Guard Machinery Technician (MK) is one — a man whose job includes so many skills that he can find work at almost any Coast Guard station.

Some of the thousand students who enter the Machinery Technician School at Yorktown, Va. each year don't know a lug wrench from a propeller shaft. After four months of training in diesel gas turbines, steam propulsion, electricity, and machine shop, plus 20 other major areas in engineering, it's no wonder that MKs feel proficient and that they are in such high demand.

The MK rating is actually a combination of three formerly separate Coast Guard jobs: Engineman, Machinist's Mate and Boilerman. Everything included in these jobs may be the responsibility of one man at an isolated LORAN (Long Range Aid to Navigation) station or of a team of MKs assigned to any of the Coast Guard's larger ships. Because it is classed as a "seagoing" job, women are not presently trained for the MK rating.

Fireman Benjamin Wiggins, recently graduated from Yorktown and assigned to the Coast Guard station at Ft. Lauderdale, Fla., estimates he received "at least two years' worth" of training compressed into the 16-week MK course. "I was a merchant seaman before joining the Coast Guard but becoming an MK has really given me a solid grounding in engineering."

To cover such a wide assortment of subjects, Machinery Technician training is closely organized following modern educational guidelines. Turning out "crackerjack" engineers requires a concentrated attack on the basics, as well as an understanding of how to help students absorb and retain all the necessary knowledge.

Lieutenant Commander Donald Van Liew, officer-in-charge of the school, has put together an integrated program of continuing evaluation of each student's progress. "Just memorizing 'buzz words' to get through a test won't get you through this school," he says. "We're looking for long lasting retention of what we teach. Each week introduces major concepts and reviews skills learned in the preceding week. If a student does not pass the end-of-the-week test in an area such as fundamentals of electricity or fuel systems, he is given additional work in that subject until he can master it. To help him over a hump, we use sound-on-slide evening review sessions which go over a whole day's learning.

"We're also particularly proud of our practical labs for electric arc and gas welding and the large areas for lathes, tools handling and diesel engine work. Here we can give performance tests and lessen the shock of the new engineer going from the planned academic program to a Coast Guard unit where there is no 'answer book' for random problems."

Near the end of each course cycle, students are given a week of practical exercises in small boat engineering which allow them to pull all the training together. The school turns them loose on 30-foot boats which have been turned in for salvage where they find some very "real" engineering puzzles. An extra two weeks of training on outboard engines is offered to selected graduates.

Leadership is also emphasized throughout the course. "We train engineers and future petty officers who will lead others in the Coast Guard," says LCdr. Van Liew. Most of this instruction comes from the examples set by the instructors, all operating engineers transferred from the field to the Machinery Technician School.

Continued next page

WELDING LABS give MKs a chance to learn and apply the fundamentals of gas and electric arc welding under the constant supervision of trained instructors. (PHOTO BY LCdr. R. Van Liew, USCG)

"We know what it's like," Machinery Technician Chief H. L. Hood, Jr. will tell you, "from housekeeping chores in an engine room to emergency repairs during storms. This job is wide open — you can't get specialized since every assignment will call for different trades. You can be sure that with everything you're required to learn in this job, you'll always be able to find work."

The demands on the MK may be heavy at times but the field also offers good potential for career advancement. Students at the school may be promoted at graduation if their grades are high enough. Once they have worked on the job for a while, their commanders are often authorized to grant promotions without requiring the usual Coast Guard service-wide examinations.

Whether a ship's problem turns up in the boiler room, in the air conditioning unit or the bilge pump, the machinery technician, the Coast Guard's jack-of-all-trades is a handy guy to have around.

A COMPLEX LAB PROJECT tests the students' skills in lathe work and welding.

(PHOTOS BY LCdr. R. Van Liew, USCG)

REVIEWING THE DAY'S LESSON during evening study hours can help raise grades and reinforce learning.

The arrogant need not apply

HELPING OUT with a bike problem is part of a day's work for Sergeant Roland Rivas, a law enforcement specialist at Richards-Gebaur AFB, Mo. Story follows. (PHOTO BY SSgt. H. D. McClain, USAF)

"All right, Rocky, you might as well come out—we've got the place surrounded," shouts our hero.

"You'll never take me alive," yells Rocky.

Seven minutes and two commercials later, our hero storms the building, frees the hostages and slaps the handcuffs on Rocky, just in time to begin showing scenes from next week's show.

If that's your idea of what police work is like, stay in front of your television set; don't attempt to become an Air Force law enforcement specialist. Both civilian and military law enforcement authorities agree that their jobs are rewarding in ways other than the non-stop excitement portrayed by television police stories.

"We exist to provide a service to our base community," said Master Sergeant James Lacy, superintendent of law enforcement at Langley Air Force Base, Va. "Too many people enter the field thinking they'll be spending all their time apprehending criminals."

Actually, the duties of an Air Force law enforcement specialist vary from controlling entry to the base (gate guards), to providing armed escorts when money from base facilities is delivered to the bank and answering complaints.

Following basic training, persons selected for the specialty remain at Lackland AFB, Tex., to attend the six-week Basic Law Enforcement Specialist Course. Men and women train alongside each other at such things as self-defense, riot control, investigative techniques, accident investigation, the proper way to approach a vehicle when issuing a ticket, conducting searches, operating VASCAR (Visual Average Speed Computer and Recorder) equipment and filling out the various report forms required.

The training never stops and increased experience brings increased responsibility.

LAW ENFORCEMENT SPECIALISTS at Langley AFB, Va., direct cars through the "maze" traffic pattern on base.

ENFORCING THE SPEED LIMIT with electronic equipment helps make base roads safer for travel.

Story and photos

by Bob Davis

"I had no marketable skill before coming into the Air Force," said Airman First Class Garvin McNeill, a Langley law enforcement specialist. "The military training has been good and I've been able to attend the Peninsula Academy of Criminal Justice at (nearby) Thomas Nelson Community College."

The Peninsula Academy program is designed primarily for civilian police officers, however, selected military people are allowed to participate in the nine-week program.

Initially a non-volunteer for the field, Airman McNeill now plans on taking college courses leading to a degree in law enforcement. "I'm presently undecided about remaining in the Air Force at the end of this enlistment," he explained, "but, if I do get out, I will have a skill."

Airman First Class Lawrence Kreisler has already made his decision. "I was a volunteer for the field and it's where I want to be. I definitely plan to reenlist. When the time does come to get out, I want to continue in the civilian police field."

Another law enforcement specialist at Langley is Airman Laura S. Jones who, like Airman Kreisler, is a volunteer.

"I haven't been in very long so most of my time has been spent on gate duty," she said, "but, as I pick up more experience, I'll get to do more patrolling."

According to Airman Jones, being a woman in a male-dominated specialty presents no problems. *Continued next page*

CONSTANT COMMUNICATIONS with patrolling units are maintained by the desk sergeant, who is responsible for monitoring all law enforcement operations.

"My only problem occurred during law enforcement training at Lackland," she reminisced. "It was during self-defense class and I was paired off with a male student. He was so afraid of hurting me that he wouldn't put up much of a 'fight,' so I really tore into him trying to get him angry enough to retaliate. I felt the training was necessary and I didn't want him taking it easy on me."

High school students interested in entering the Air Force law enforcement field would greatly benefit from taking courses in government and behavioral sciences. Typing ability is also desirable.

Additionally, prospective law enforcement specialists must have no records of juvenile delinquency within the last two years and must not have been convicted by a civilian court, except for minor traffic violations and similar infractions.

Perhaps most important of all, according to Sergeant Lacy, is that a person must have an honest desire to want to serve people. "We have no need for the individual who wants to go strutting around with an arrogant attitude," he explained. "Why? Because the law enforcement specialist exists to serve the community not harrass it."

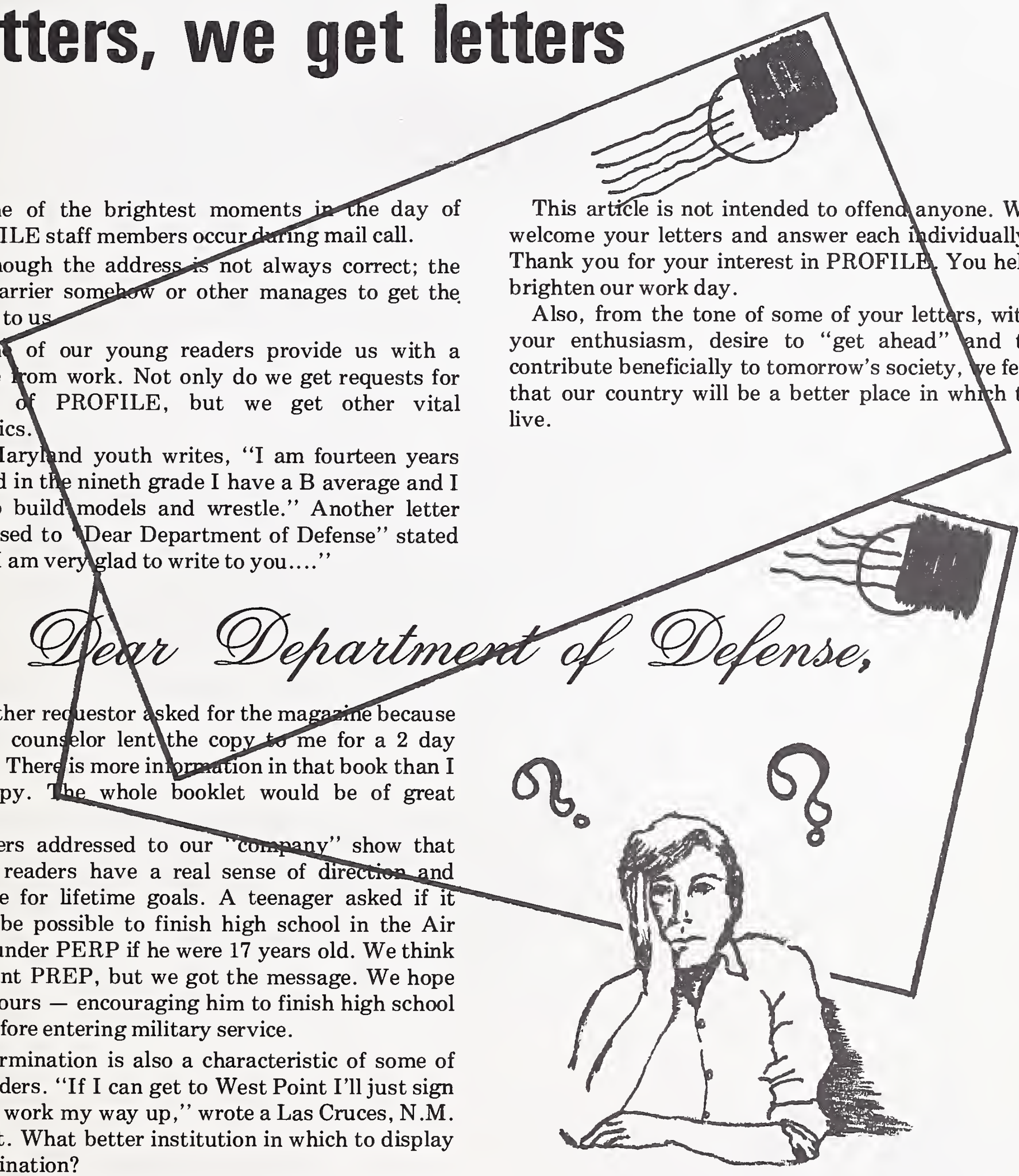
Letters, we get letters

Some of the brightest moments in the day of PROFILE staff members occur during mail call.

Although the address is not always correct; the mail carrier somehow or other manages to get the letters to us.

Some of our young readers provide us with a respite from work. Not only do we get requests for copies of PROFILE, but we get other vital statistics.

A Maryland youth writes, "I am fourteen years old and in the nineth grade I have a B average and I like to build models and wrestle." Another letter addressed to "Dear Department of Defense" stated that "I am very glad to write to you...."



Another requestor asked for the magazine because "...My counselor lent the copy to me for a 2 day period. There is more information in that book than I can copy. The whole booklet would be of great need."

Letters addressed to our "company" show that young readers have a real sense of direction and purpose for lifetime goals. A teenager asked if it would be possible to finish high school in the Air Force under PERP if he were 17 years old. We think he meant PREP, but we got the message. We hope he got ours — encouraging him to finish high school *first* before entering military service.

Determination is also a characteristic of some of our readers. "If I can get to West Point I'll just sign up and work my way up," wrote a Las Cruces, N.M. student. What better institution in which to display determination?

One young reader who is becoming a "pen pal" writes on scented, flowery notepaper. Perhaps he knows that there are two distaff members on the staff...

This article is not intended to offend anyone. We welcome your letters and answer each individually. Thank you for your interest in PROFILE. You help brighten our work day.

Also, from the tone of some of your letters, with your enthusiasm, desire to "get ahead" and to contribute beneficially to tomorrow's society, we feel that our country will be a better place in which to live.

Art by Carolyn O'Hara

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